

Forest Hill Collegiate Institute

School Travel Plan

2016/2017



Compiled by Laura Zeglen, School Travel Planning Facilitator
Fall 2016

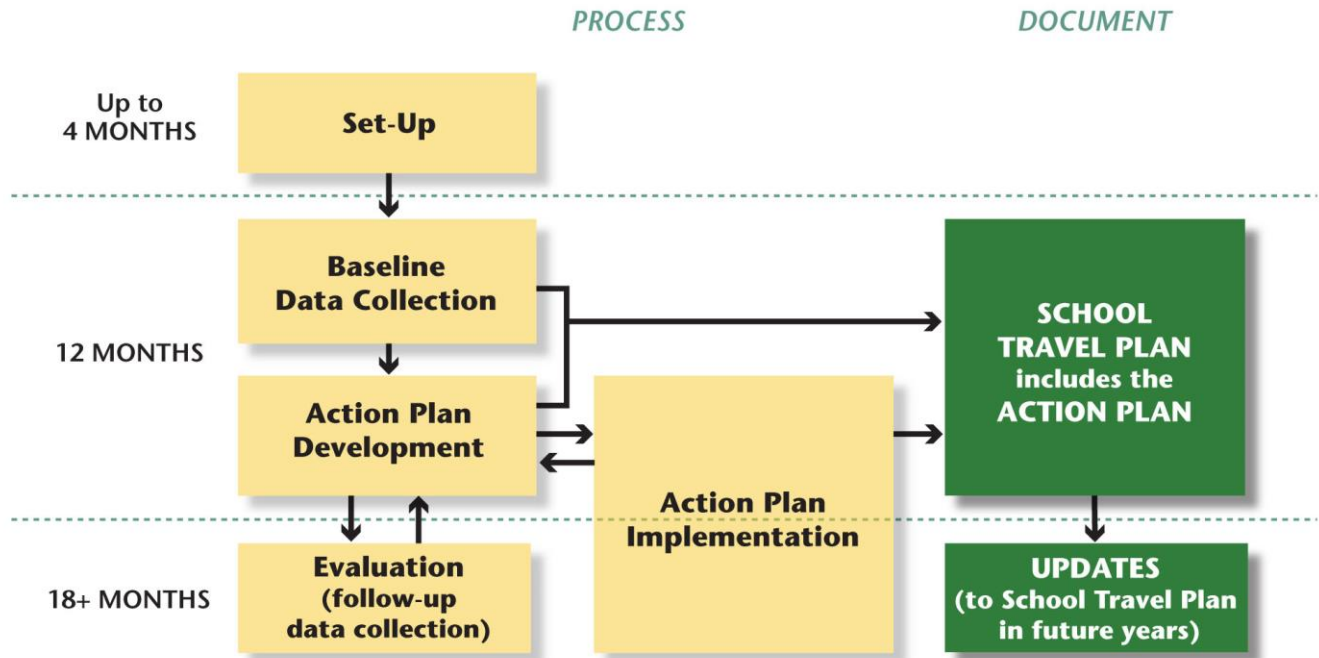
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Introduction

About School Travel Planning

A School Travel Plan is a living document belonging to the school. It will be revisited regularly in order to update the status of Action Plan items and to incorporate future Evaluation findings. It is part of a complete School Travel Planning process that has been successfully developed and implemented across Canada since 2007.



The national *Children’s Health, Mobility and Happiness: A Canadian School Travel Planning Model* project completed in 2012 used Active and Safe Routes to School programming combined with Transportation Demand Management principles to encourage active and sustainable modes of school travel for students, families and staff. The project was designed to address barriers to active travel caused by attitudes and car-dominated design in school neighbourhoods in an effort to reduce the health risk to children. Even before many Action Plan items had been fully implemented, by March 2012 some provinces saw a shift towards active travel of up to 6 per cent and some individual schools saw a shift of over 20 per cent.

Results from STP work between 2014-16 demonstrate that the STP program is a cost-effective intervention.

When effectively coordinated and implemented STP can result in positive school travel behaviour change, and ultimately provide substantial economic, environmental and physical activity benefits.

Green Communities work in Ontario shows that the STP model performs well in a variety of community settings – inner city, inner and outer suburbs, and rural. When travel mode data was combined with the actual costs of delivering STP the results were very encouraging: a benefit cost ratio of 2.4 after one year of implementation.



National resources

School Travel Planning (STP) is presented by a coalition of organizations across Canada working together to enable more children to walk and cycle to school. Green Communities' Canada Walks makes coordination of efforts and knowledge transfer between and among these organizations possible. This national website provides a wealth of resources with links to international and provincial/territorial organizations and their curriculum, as well as to campaigns that can benefit and complement a school's efforts for health promotion and environmental awareness:

www.saferoutestoschool.ca

Toolkit resources and flexible templates are available to use in every phase of the STP process. Find the toolkit at:

www.saferoutestoschool.ca/school-travel-planning

The Metrolinx Eglinton Crosstown STP Initiative

Forest Hill Collegiate Institute is a participant in the Metrolinx School Travel Planning in Transit Construction Zones Initiative. This is a pilot project with a focus on schools situated close to construction sites of the Eglinton Crosstown Light Rail Transit (LRT). Metrolinx has provided funding for schools to have a dedicated School Travel Planning (STP) facilitator from Spring 2016 - June 2017. Green Communities Canada has been contracted by Metrolinx to lead implementation of the STP process.

The Eglinton Crosstown is a 19-kilometre LRT line that will run along Eglinton Avenue through the heart of Toronto, with an underground central section. The line will connect Mount Dennis in the west to Kennedy Road in the east, and the new service will be up to 60% faster than the bus service today. In addition to a range of benefits for residents and employees in the GTHA, this project presents exciting opportunities for active and sustainable school travel, by providing additional travel mode options for students and their families. In the meantime, construction may create challenges for students travelling to school, and Metrolinx aims to provide support to students and their families to ensure the school journey is as safe and convenient as possible.

This project will explore the best ways to engage school communities affected by transit construction projects, so that they can be meaningful partners in coming up with solutions to construction-related impacts on school travel while also working toward healthy changes in how students and other members of school communities get around. The results of this work will inform future initiatives to support residents and employees of the GTHA during construction of major new infrastructure projects across the region. Results will also be integrated with the transportation demand management work of [Metrolinx's Smart Commute](#) team.

The project will provide practical support for students, families and school staff travelling to and from school during the Eglinton Crosstown construction period. This project will propose strategies pertaining to the safe movement of children and youth within and around the Eglinton Crosstown construction zones, using the [School Travel Planning \(STP\) process](#) to assess, develop, implement and evaluate action plans, from Spring 2016 through to the end of the 2016/2017 school year. In this process, Green Communities Canada (GCC) and Metrolinx will act as a conduit between school communities and other stakeholders toward actionable solutions to school travel challenges and opportunities.

About the School

School Profile: Fall 2016

School Name	Forest Hill Collegiate Institute
School Type, e.g. public, separate, private	Public
Age of School / Year Opened	1946
Name of School Board	Toronto District School Board
Number of Students	957 ¹
Grades, e.g. K-6, K-8	9-12
School Bell Times	9:00am and 3:20pm
Number of Parking Spaces, staff/visitor	-1 staff parking lot + additional staff parking spaces -1 student parking lot
Description of Location, e.g. city centre/suburban/rural	Inner suburban/mixed use
% Bussed Students	- In survey conducted by students in June 2016, 0% of students indicated that they take a school bus to school
Socio-Economic Description of Families	17% from lower-income families ¹ (compared to 16.9% provincial average) 59% of parents have some university education ¹ (compared to 35.6% provincial average)
Any local programs e.g. French immersion, fine arts, special needs	-ESL program
High-Level Description of Any Major School Travel Problems e.g. catchment size, driver behaviour, on local or connector road, traffic speed, heavy trucks, bussing wait times	-No major “stand-out” school travel problems reported -Changes to traffic flow during construction appear to pose the greatest challenges due to delayed TTC buses and congestion making the area less conducive to walking/cycling -Issues of time, distance and convenience (and student “laziness”) are the biggest issues when it comes to travel mode choice
Existing Facilities At School Site, e.g. bike rack/storage, kiss ‘n ride, school bus drop-off zone, adult or student crossing guards, public transit bus stops serving school, transport arrangements to after school programs	- Bike racks - Front driveway has drop-off/pick up loop -Public transit stops serving the school: Current: Buses on Eglinton, Bathurst, Chaplin and Spadina Future: 2 Crosstown LRT stations- Forest Hill (Bathurst and Eglinton) and Chaplin (Chaplin and Eglinton) - Crossing guards in school catchment area: 8 ²
Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs	-Safety messaging from Metrolinx (provided to school principal at beginning of school year) -Public health may have some resources (more geared toward leadership)

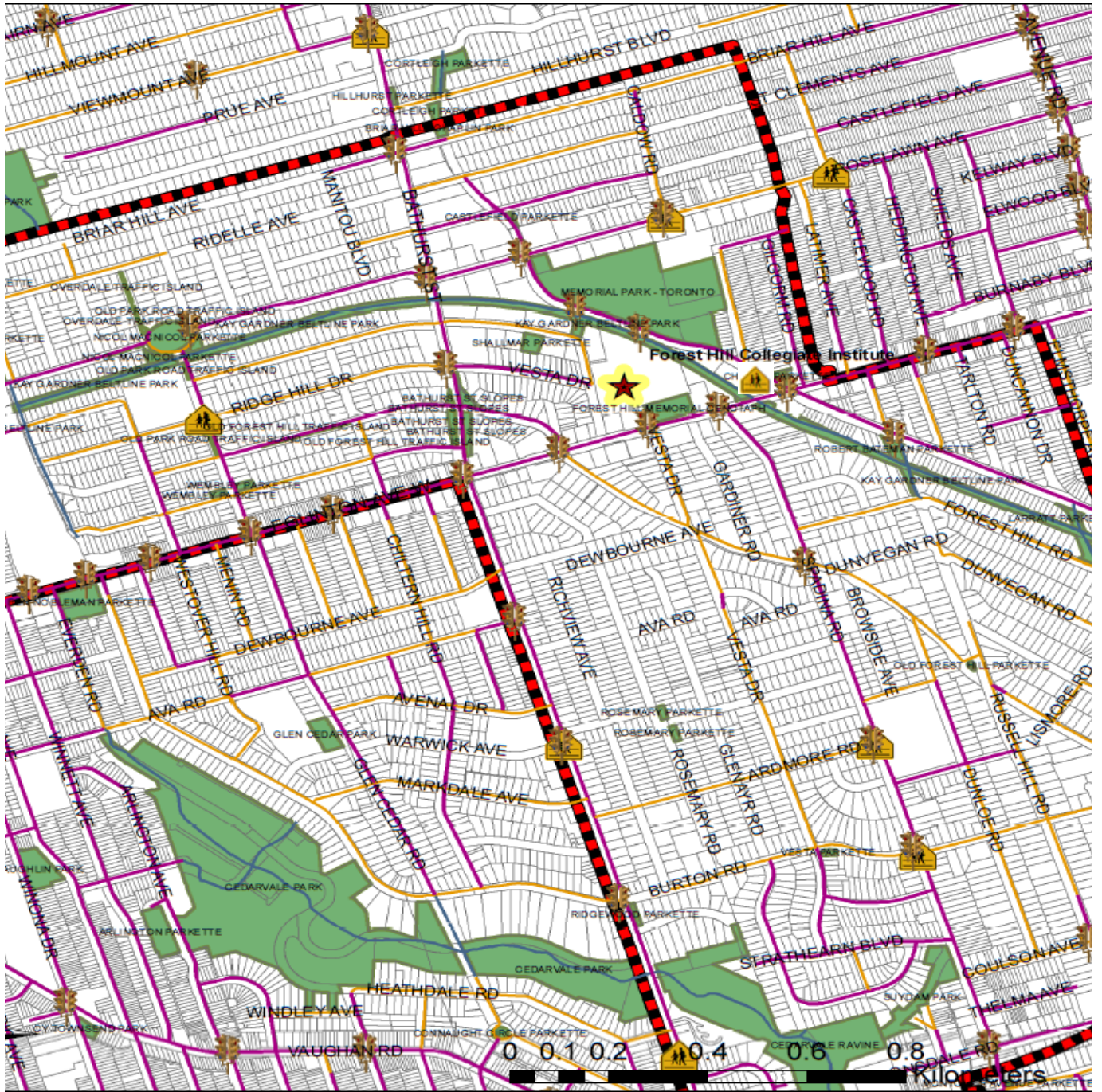
<p>Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health</p>	<ul style="list-style-type: none"> - COPE Council (Mental Health Awareness) - Social Action Club
<p>Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)</p>	<ul style="list-style-type: none"> -Email list to School Council (meetings once per month); very active council -Principal sends out email once per month (beginning of month) to whole school community -Announcements/items in school agenda -School website –FHCI.net (not very frequently updated) -School newspaper- run by students (monthly; online)
<p>Other Information</p>	<p>Walk Score: 87* (“Very Walkable- Most errands can be accomplished on foot”)²</p> <p>Transit Score: 73* (“Excellent Transit- Transit is convenient for most trips”)²</p> <p>Bike Score: 100* (“Biker’s paradise- Daily errands can be accomplished on a bike”)²</p> <p>*Scores do not consider local construction.</p>

¹ From Ministry of Education site:

https://www.app.edu.gov.on.ca/eng/sift/schoolProfileSec.asp?SCH_NUMBER=910481&x=23&y=15

² From data compiled by Toronto Student Transportation Group, updated February 2016.

Map of area covered by this School Travel Plan



Legend



TDSB Schools



Traffic_Signals



Crossing_Guard

Sidewalk_Inventory
Sidewalk

Sidewalk on both sides

Sidewalk on east side only

Sidewalk on north side only

Sidewalk on south side only

Sidewalk on west side only

Walkway (confirmed)



TDSB Attendance Area

Timeline of Main Tasks

Task	Start Date	End Date	Complete?
PROJECT PREPARATION AND DATA COLLECTION			
Inform school and parents about project	April 2016	May 2016	COMPLETE 😊
Conduct Baseline Student Travel Surveys	May 2016	June 2016	COMPLETE 😊
Conduct School Walkabout	May 2016	May 2016	COMPLETE 😊
Communicate baseline results to school community	June 2016	September 2016	To be completed
ACTION PLANNING			
Complete School Profile	July 2016	August/September 2016	COMPLETE 😊
Finalize Action Plan with approval by stakeholders assigned tasks	July 2016	September 2016	COMPLETE 😊
Obtain signatures in School Travel Plan from School	July 2016	September 2016	To be completed
Communicate School Travel Plan to school community	September 2016	Ongoing through 2016/2017	To be completed
IMPLEMENTATION			
Various tasks from Action Plan (see Action Plan for timing of specific tasks)	April 2016	June 2017	Ongoing
Inform school community about impact of Action Plan implementation	May 2017	June 2017	To be completed
Celebrate successes from School Travel Planning work over the past year	June 2017	June 2017 (before last week of school)	To be completed
ONGOING MONITORING			
Conduct Winter Student Travel Survey	February 2017	February 2017	To be completed
Conduct Follow-up Student Travel Surveys after one year	Monday, first week of May 2017	Friday, first week of May 2017	To be completed
Prepare summary report of follow-up data	Start of May 2017	End of May 2017	To be completed
Update Action Plan	July 2017	August 2017	To be completed
Endorse School Travel Plan update	August 2017	September 2017	To be completed

School Travel Planning Goals and Objectives

Primary Goal: To get even more students at Forest Hill CI to walk, cycle or take transit to school, toward improving the health and well-being of students at this school.

Key Objectives: In order to achieve our primary goal, we will strive to:

- Provide pedestrian and cycling safety education to students, toward making the journey to school safer;
- Raise awareness about the benefits and importance of active and sustainable school travel;
- Increase enthusiasm and support for active and sustainable school travel among students, parents and staff;
- Make the streets around the school safer and more attractive for active and sustainable school travel, both during and after construction of the Eglinton Crosstown;
- Monitor goals by evaluating progress and updating the school travel plan as needed.

Specific action items are detailed in the Action Plan (see **Appendix A**).



Image: Preparing for our Walkabout, on the morning of May 17, 2016.

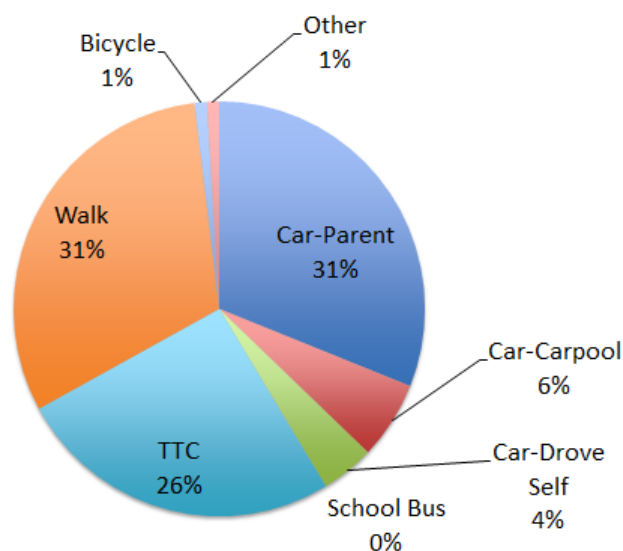
Baseline Data Collection: Summary of Key Findings

1. Student Travel Survey findings

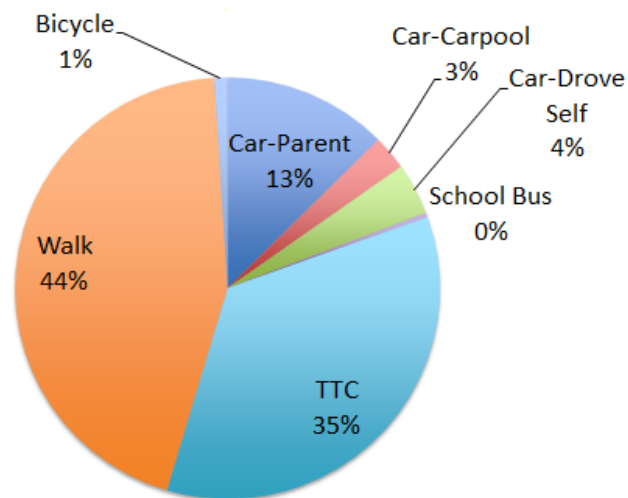
See **Appendix B** for a detailed report of survey results, including the survey tool.

Wednesday June 1 2016

Mode	Walk	Bicycle	School Bus	TTC	Carpool	Car- Driven by Self	Car-Driven by Parent	Other
To school	31%	1%	-	26%	6%	4%	31%	1%
From school	44%	1%	-	35%	3%	4%	13%	-



To School



From School

According to the cross-sample of students on the day of the survey, **the most common modes of transportation at this school are walking, taking the TTC, and being driven to school by a parent (the latter of which is significantly more common in the morning than in the afternoon)**. Relatively few students travelled by any other modes.

Overall, **there was a noticeable mode shift (i.e. taking a different mode of transportation in the afternoon compared to the morning)** in terms of being driven (which decreased in the afternoon, from 31% to 13%) and in walking (which increased from 31% to 44%) and taking the TTC (which increased from 26% to 35%). This highlights the potential for more students to travel by walking or by TTC in the morning, as well¹.

¹ According to the Metrolinx transportation policy document “The Big Move”, their vision for the future includes a goal of 60% of school children walking and cycling to school. Read the document at: http://www.metrolinx.com/thebigmove/Docs/big_move/TheBigMove_020109.pdf
www.saferoutestoschool.ca

School Travel Plan

There were also differences observed between different grades. Grade 12 Students were less likely to be driven to school by a parent, and more likely to drive themselves to school (which coincides with the age at which students are eligible for their drivers' license). However, they were just as likely as students in any other grade to walk or take the TTC. **This suggests that the students who are driven to school by a parent when they are younger may be more likely to drive themselves once they are old enough to do so.**

When students were asked about their travel mode choices, the top reasons given were related to distance, time and convenience (ie. when given the option, students generally choose whatever takes the least time and is most convenient, based on their travel distance). Surprisingly, construction and aspects of the built environment were not mentioned as factors that influenced their travel mode decision.

Reasons for walking and/or cycling	Reasons for NOT walking and/or cycling
<p>Distance: Close proximity from home to school</p> <p>Time: It is faster than other options</p> <p>Convenience: Can leave on own schedule; it is easy</p> <p>Saving money: Walking is free</p> <p>Enjoyment: Walking/cycling is enjoyable</p> <p>Socializing: They walk with their friends</p> <p>Health and exercise: They feel it is good for them to get exercise</p> <p>Environmentally-responsible: A few students also mentioned that they walk/cycle because it is good for the environment</p>	<p>Distance: They live too far to walk</p> <p>Time: It takes longer than driving or taking the TTC</p> <p>Convenience: It is easier to drive or take the TTC</p> <p>Tiredness/laziness: They are too tired in the morning to walk or cycle, and don't want to get up earlier to do so</p> <p>No bike: They can't cycle because they don't have access to a bike</p> <p>Safety: Students and/or their parents feel that walking or cycling is unsafe</p> <p>Comfort: Hot or cold weather makes the journey uncomfortable; they don't want to get sweaty</p>
Reasons for taking the TTC	Reasons for NOT taking the TTC
<p>Distance: They live too far to walk</p> <p>Time: It is the fastest available option</p> <p>Convenience: They do not have access to a ride by car; it is easier/less strenuous than walking</p> <p>Socializing: Although a far less common reason, some students take the TTC to travel with their friends.</p>	<p>Distance: They live close enough to walk</p> <p>Time: It takes longer than other travel modes; there are often delays</p> <p>Convenience: They have access to a ride by car; there is no direct or easy TTC route</p> <p>Saving money: The cost of taking the TTC is a deterrent</p> <p>Aesthetic reasons: TTC is overcrowded and/or is not an enjoyable experience</p> <p>Fresh air: Walking provides an opportunity for exercise and fresh air that taking the TTC does not</p>

2. Walkabout

Date of Walkabout: Tuesday May 17, 2016, 8:00am-9:00am

Overall, side streets were observed to be relatively quieter and visually appealing for walking, and the nearby Kay Gardiner Beltline Trail, which connects directly to the school grounds, was identified as a potential alternative for students to avoid traffic on the surrounding streets. Eglinton and Chaplin (particularly where it meets Eglinton) were observed to be very noisy and busy with lots of traffic and construction activities. The most outstanding concerns are listed below:

High traffic area with minimal separation from sidewalk: In particular along Eglinton; many construction vehicles and buses using this road, passing very close to the sidewalk.
Many sidewalks/curbs missing or in poor condition: In particular, Gardiner Road and the northeast corner of Chaplin/Eglinton.
No bike lanes along Eglinton: Cyclists must share the lane with buses and construction vehicles; future disruption to bike lanes with further construction.
Major streets have high levels of noise pollution due to heavy vehicles (e.g. trucks, buses) and construction activities; less desirable for walking.
Cars using school drop-off zone for making U-turns, and parking illegally in front of library: Extra traffic at the main school entrance could interfere with safety of students as they arrive at/leave school.

See **Appendix B** for a detailed report of the Walkabout, including routes.



Image: Beth Gosnell from Councillor Mihevc’s office speaks to potential infrastructure-related improvements that can make the streets surrounding the school safer for pedestrians.

Travel Challenges Summary

This section presents the main travel challenges at Eglinton Junior Public School identified by the Walkabout on May 17 2016, our school travel planning committee meeting on June 6 2016, and also the student travel survey conducted in June 2016. Please see the Action Plan in Appendix A for upcoming or existing actions intended to facilitate improvements.

1. Traffic/road issues of greatest concern:
 - **High traffic area with minimal separation from sidewalk:** In particular along Eglinton; many construction vehicles and buses using this road, passing very close to the sidewalk.
 - **Many sidewalks/curbs missing or in poor condition:** In particular, Gardiner Road and the northeast corner of Chaplin/Eglinton.
 - **No bike lanes along Eglinton:** Cyclists must share the lane with buses and construction vehicles; future disruption to bike lanes with further construction.
 - **Major streets have high levels of noise pollution** due to heavy vehicles (e.g. trucks, buses) and construction activities; less desirable for walking.
 - **Cars using school drop-off zone for making U-turns, and parking illegally in front of library:** Extra traffic at the main school entrance could interfere with safety of students as they arrive at/leave school.

2. Main reasons students DO NOT walk or cycle to travel to/from school (from Student Travel Survey):
 - **Distance:** They live too far to walk
 - **Time:** It takes longer than driving or taking the TTC
 - **Convenience:** It is easier to drive or take the TTC
 - **Tiredness/laziness:** They are too tired in the morning to walk or cycle, and don't want to get up earlier to do so
 - **No bike:** They can't cycle because they don't have access to a bike
 - **Safety:** Students and/or their parents feel that walking or cycling is unsafe
 - **Comfort:** Hot or cold weather makes the journey uncomfortable; they don't want to get sweaty

3. Main reasons students DO NOT take the TTC to travel to/from school (from Student Travel Survey):
 - **Distance:** They live close enough to walk
 - **Time:** It takes longer than other travel modes; there are often delays on the TTC
 - **Convenience:** They have access to a ride by car; there is no direct or easy TTC route
 - **Saving money:** The cost of taking the TTC is a deterrent
 - **Aesthetic reasons:** TTC is overcrowded and/or is not an enjoyable experience
 - **Fresh air:** Walking provides an opportunity for exercise and fresh air that taking the TTC does not



Implementation

Progress on Action Plan Items (as of October 4, 2016)

In-Progress/Ongoing Actions	Upcoming Actions	Completed Actions
Provide timely updates about Crosstown construction to the school community	Advertise the work we are doing around the school to the broader school community (e.g. share results and give updates)	Establish School Travel Planning Committee
Advertise “Mind blowing” facts to inspire students	Most steps contest: Use pedometers or other apps for students to track their walking	Conduct Baseline Student Travel Survey
Coordinate for TTC reps to come to school with info about Metropasses and/or Presto card	Participate in International Walk to School month (October)	Conduct Neighbourhood Walkabout
Install new and replacement signage and repair/update road markings to make intersections safer	Install new and replacement signage and repair/update road markings to make intersections safer	Metrolinx Construction “Activation” Event at school
Request traffic calming and other safety measures at intersections during construction	Request traffic calming and other safety measures at intersections during construction	Request for use of curved mirrors at Chaplin and Eglinton during construction to improve visibility (Request sent)
Request for new branch of Route 33 Forest Hill	Submit request for more crossing guards	Review the Action Plan and adapt as necessary
Request “Police Enforce Stop Sign” on Mayfair at Vesta	Conduct Winter Student Travel Surveys	
	Request for more lights and bike lanes on the Beltline trail	
	Participate in Winter Walk Day (February)	
	Request Bike Share or similar program for the school	
	Promote cycling to school by providing cycling safety/skills education	
	Establish bicycle repair shop program at FCHI	
	Free bike tune-up event at the school	
	Participate in “Bike to School” week (May)	
	“Tour de beltline” event to familiarize students with travel option along the beltline	
	Plan for post-construction: Design of intersection of Eglinton and Chaplin	
	Request for more bike lanes on streets around the school, e.g. Chaplin and Eglinton	
	Request for longer left-hand turn signal from Chaplin onto Eglinton, heading NW	
	Conduct Follow-up Student Travel Surveys	
	Evaluate progress on Action Items; revise list/timelines to prepare for next year	

Further updates on other action plan items can be found in **Appendix A**.



Team and Endorsement

Committee members

Principal: Peggy Aitchison (2016-February 2017); Reiko Fuentes (February 2017)

Teacher Representatives: Stephen MacDonald (lead teacher), Howard Russell

Parents: Doris Chan, Andrea Aldor, Catia Rudnicki

Students: Ryan Whitcher; Rory Kates; Dylan Fleischmann; Emma Collie; Scott Xoxa; Patrick Yutiga; Alissa Schwartz; Jacob Newman; Nicole Smith; Erisa Shahinaj; Yelena Grigoryan (Spring 2016); Luszia Naranjo (Spring 2016); Argyle Tady (Spring 2016); Tanveen Haqui (Spring 2016)

STP Facilitator: Laura Zeglen, Green Communities Canada

Metrolinx Representative: Stas Ukhanov

Toronto District School Board (TDSB): Kristen Evers

TDSB Ward 11 Trustee: Shelley Laskin

TDSB Ward 11 Superintendent: Sandra Tondat

Ward 21 City Councillor's office: Councillor Joe Mihevc, Beth Gosnell

Toronto Police Services: PC Janet Stather, PC Timothy Somers

Toronto Public Health: Pradnya Khattra (Spring 2016); Megan Georgieff (Fall 2017)

Toronto Transportation Services: Sidra Rahimzada; Jack Sinopoli (2016/2017)

Endorsement

The School Travel Plan for Forest Hill Collegiate Institute has been endorsed by Principal Peggy Aitchison on behalf of the school.

School Principal: Peggy Aitchison

Signature: Peggy Aitchison

Date October 19/16

Appendix A: Action Plan for Forest Hill Collegiate Institute

This Action Plan should include short, medium and long-term measures. Every row should be completed with the most accurate information possible. Short-term measures must identify who will be responsible for the tasks and target completion dates. Long-term measures should list a specific person but could alternately assign a department or organization. Where possible, collect current cost estimates so that everyone is working with realistic budget figures.

Primary Goal: To get even more students at Forest Hill CI to walk, cycle or take transit to school, toward improving the health and well-being of students at this school.

Key Objectives: In order to achieve our primary goal, we will strive to:

- Provide pedestrian and cycling safety education to students, toward making the journey to school safer;
- Raise awareness about the benefits and importance of active and sustainable school travel;
- Increase enthusiasm and support for active and sustainable school travel among students, parents and staff;
- Make the streets around the school safer and more attractive for active and sustainable school travel, both during and after construction of the Eglinton Crosstown;
- Monitor goals by evaluating progress and updating the school travel plan as needed.

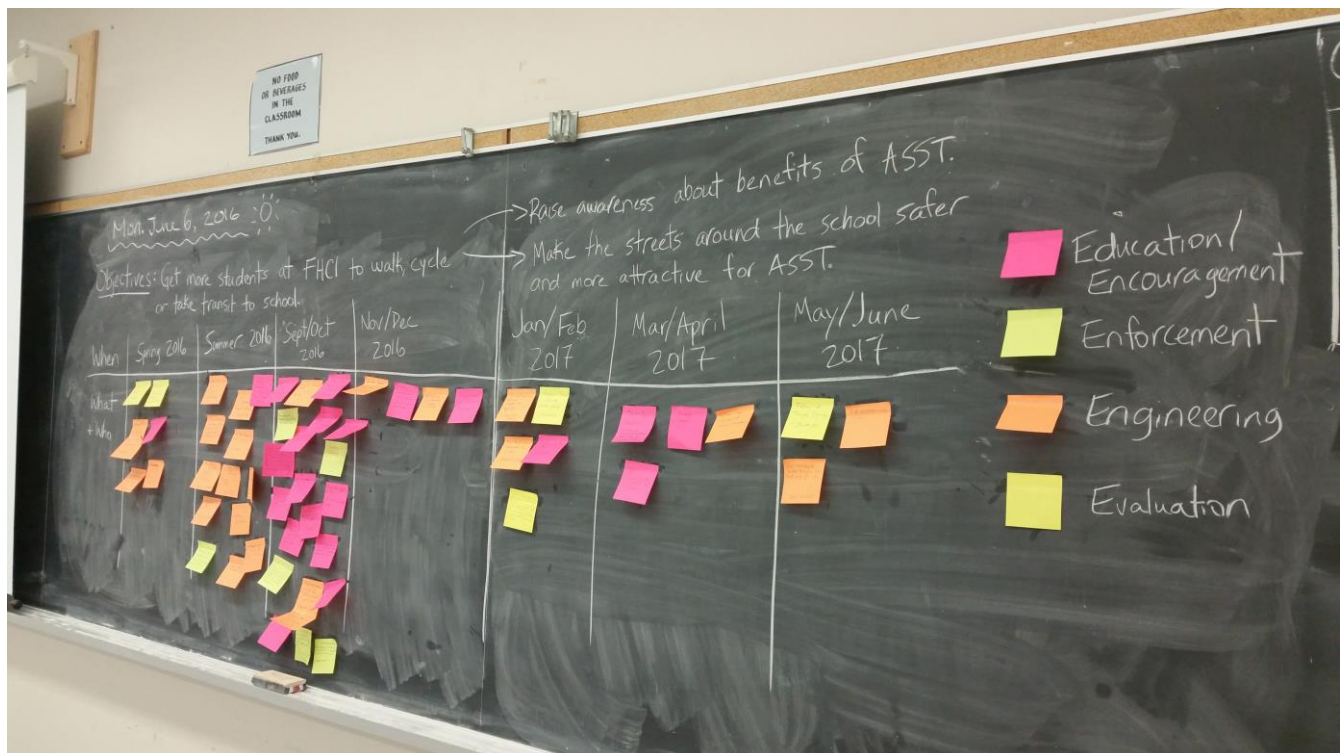


Image: Our group brainstorm on action items, from our Walkabout follow-up meeting on Monday June 6 2016.



School Travel Plan Appendix A: ACTION PLAN

Legend:

- ◆ Education/Encouragement
 ◆ Enforcement
 ◆ Engineering
 ◆ Evaluation

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Progress
Objective 1: Provide pedestrian and cycling safety education to students, toward making the journey to school safer					
Provide timely updates about Crosstown construction to the school community	Send email updates to STP Committee and school community Metrolinx School "Activation" event in September or October, specific to upcoming station construction	Metrolinx to provide updates to school/share with those who have signed up for Metrolinx email list School staff and parents to share with school community Metrolinx to lead activation event	Email updates: Ongoing Activation event: September or October 2016	Email updates: Ongoing Activation event: September or October 2016	Email Updates: ONGOING Activation event: COMPLETE 😊
Promote cycling to school by providing cycling safety/skills education	Apply for cycling education program (TPH) and bike racks (if needed) via TDSB; also see about program from Culturelink	Students; Public Health; TDSB	Application: February 2017 Program implemented: May 2017	Application: March 2017 Program implemented: June 2017	UPCOMING ACTION
Establish bicycle repair shop program at FCHI	Research/seek resources needed to run program Advertise program Organize volunteers and implement program	Students; school staff; Public Health; other community volunteers; Culturelink?	Begin planning: January 2017	Program launched: Spring	UPCOMING ACTION
Free bike tune-up event at the school	Coordinate event	Students; School Staff, Public Health	Begin planning: March 2017	Event date: May 2017	UPCOMING ACTION

School Travel Plan

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Progress
Objective 2: Raise awareness about the benefits and importance of active and sustainable school travel					
Establish School Travel Planning Committee	Reach out to various stakeholders to form a committee	Laura, School Staff	March 2016	April 2016	COMPLETE ☺
Advertise “Mind blowing” facts to inspire students- environmental, health and other facts related to active and sustainable school travel	Research facts Delegate tasks and develop plan for awareness-raising campaign (e.g. social media, announcements, posters around school, display in front foyer)	Students; Public Health; Laura	September 2016	Ongoing through June 2017	IN PROGRESS
Coordinate for TTC reps to come to school with info about Metropasses and/or Presto card	Coordinate for representatives to come to the school	Metrolinx to coordinate	September 2016	Dependent on Presto card rep schedule	IN PROGRESS
Objective 3: Increase enthusiasm and support for active and sustainable school travel among students, parents and staff					
Advertise the work we are doing to the broader school community (e.g. share results and give updates) (Note: This also addresses Objective 2)	<ul style="list-style-type: none"> ○ Bulletin board in front foyer of school ○ announcements ○ posters around school ○ items in school newsletters ○ social media ○ school assembly ○ at parent council meetings 	Bulletin board in front foyer of school: Teachers, students Announcements and Posters: Students Newsletters: Laura/Staff/Parents/Students Social media: Students, staff, parents School assembly: Staff, students, Laura Parent council meetings: Parents, Student rep	October 2016	Ongoing through June 2017	UPCOMING ACTION



School Travel Plan

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Progress
Most steps contest: Use pedometers or other apps for students to track their walking	Identify the tool or app that will be used to track steps Decide on rules of contest (e.g. individuals/ classes/students versus staff) and prizes	Students; school staff; Laura	Begin planning: September 2016	Launch contest: October 2016	UPCOMING ACTION
Participate in International Walk to School month (October)	Advertise walking and track walking rates during this week/month	Laura, School staff, Students, Public Health	Start planning in September 2016	November 2016	UPCOMING ACTION
Participate in Winter Walk Day (February)	Organize Winter Walk Day event - advertise event and track walking rates on this day	Laura, School staff, Students, Public Health	Start planning in January 2017	Winter Walk day is in February 2017	UPCOMING ACTION
Participate in “Bike to School” week (May)	Organize Bike to School Week - coordinate, advertise and track cycling rates during this week	Laura, School staff, Students, Public Health	Start Planning in April 2017	Last week of May, 2017	UPCOMING ACTION
“Tour de beltline” event to familiarize students with travel option along the beltline	Coordinate, advertise and implement event Make this into a fundraising event?	Students; Public Health; school staff; parents	Begin planning : March 2017	Event: May 2017	UPCOMING ACTION
Request Bike Share or similar program for the school	Research process for application and apply	Students, Councillor Mihevc’s office	January 2017	June 2017	UPCOMING ACTION
Objective 4: Make the streets around the school safer and more attractive for active and sustainable school travel, both during and after construction of the Eglinton Crosstown					
Request for new branch of Route 33 Forest Hill	Patrick Yutiga to share plans with TTC Chair Josh Colle	Students, City of Toronto staff	June 2016	December 2016	IN PROGRESS
Install new and replacement signage and repair/update road markings to make intersections safer	Request “No U-turn” sign- top of island in front of school Request “School Zone” signs for Spadina Road, Chadwick, Vesta,	Councillor Mihevc’s office, City of Toronto staff, TDSB	June 2016	June 2017	COMPLETE ☺ - No U-turn sign (not possible) - Repaint road markings (Mayfair and Vesta) -Replace faded “No Parking”

School Travel Plan

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Progress
	<p>Eglinton and Mayfair</p> <p>Request repaint road markings at Mayfair & Eglinton, Mayfair & Vesta (with extra pedestrian width?)</p> <p>Request replacement of faded “No Parking” sign in front of Library</p>				<p>sign</p> <p>IN PROGRESS</p> <p>-Additional School Zone signs</p> <p>- Repaint road markings (Mayfair and Eglinton)</p>
Request traffic calming and other safety measures at intersections during construction	<p>Request for bollards (temporary) and bumpouts (permanent) to reduce turning radii at SE corner of Mayfair & Eglinton, for WB and NB turning cars</p> <p>Mayfair & Eglinton - possible no Left Turn - s/b to e/b (TIME: am and lunch hr)</p> <p>Consider discussing “No Left turn”, SB Bathurst/ EB onto Vesta and Shallmar (turning should be at Roselawn); but “No Left Turn” at Mayfair on Eglinton may address the cut through</p>	Councillor Mihevc’s office, City of Toronto staff (working with Metrolinx and Crosslinx)	Coordinate with start of construction	Variable	IN PROGRESS/ UPCOMING ACTION
Request for more lights and bike lanes on the Beltline trail	Bring item to City Council	Parents; Students; Councillor Mihevc’s office; Councillor Matlow’s office; Councillor Carmichael-Greb’s office (Ward boundary)	September 2016	June 2017	UPCOMING ACTION
Plan for post-construction: Design of intersection of Eglinton and Chaplin	Hold discussions with Metrolinx and City to determine opportunities for design of this intersection	Parents; Students; Councillor Matlow’s office; Metrolinx; City of Toronto staff	April 2017	Post-construction (2021)	UPCOMING ACTION

School Travel Plan

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Progress
Request for more bike lanes on streets around the school, e.g. Chaplin and Eglinton	Bring item to City Council	City of Toronto staff; Councillor Mihevc's office; Councillor Matlow's office; Councillor Carmichael-Greb's office (Ward boundary area)	January 2017	Post-construction (2021)	UPCOMING ACTION
Request for use of curved mirrors at Chaplin and Eglinton during construction to improve visibility	Coordinate meetings to discuss	Parents and Metrolinx, working with Crosslinx	September 2016	December 2016	COMPLETE 😊 -Item has been brought forth to Metrolinx and Crosslinx; construction team to consider this option
Request for longer left-hand turn signal from Chaplin onto Eglinton, heading NW	Submit request	City of Toronto staff; Councillor Mihevc's office; Councillor Matlow's office	October 2016 (request now for future)	Post-construction (2021)	UPCOMING ACTION
Request "Police Enforce Stop Sign" on Mayfair at Vesta	Submit request	Councillor Mihevc's office	Summer 2016	December 2016	IN PROGRESS
Submit request for more crossing guards	Request for more crossing guards: 2 crossing guards at Arena crossing on Chaplin; 1 at PXO at Memorial Park; 1 at Eglinton and Chaplin; 1 at Mayfair & Eglinton; 1 at Vesta & Bathurst; 1 at Bathurst & Eglinton (Students; Parents; Police)	Laura; school staff; parents; Toronto Police	September 2016	December 2016	UPCOMING ACTION
Objective 5: Monitor goals by evaluating progress and updating the school travel plan as needed					
Conduct Baseline Student Travel Survey	Conduct survey in every classroom for one week Enter/analyze data	Students and school staff Students to enter/analyze data	May 2016	July 2016	COMPLETE 😊
Conduct Neighbourhood Walkabout	Invite all STP Committee members; coordinate routes; organize follow-up discussion meeting	Laura to organize; all of STP Committee participate	April 2016	May 2016	COMPLETE 😊

School Travel Plan

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Progress
Review the Action Plan and adapt as necessary	Bring together data from Baseline Surveys and Walkabout to create a School Travel Plan STP Committee members to review and comment on Action Plan; revise as needed	Laura to write; all of STP Committee to participate in revisions; Laura to update	July 2016	September 2016/ongoing	COMPLETE/ ONGOING
Conduct Winter Student Travel Surveys	Conduct survey in every classroom for one week Enter/analyze data	Students and school staff Laura to enter/analyze data	February 2017 (note: Not same week as Winter Walk Day)	March 2017	UPCOMING ACTION
Conduct Follow-up Student Travel Surveys	Conduct survey in every classroom for one week Enter/analyze data	Students and school staff Students to enter/analyze data	May 2017	June 2017	UPCOMING ACTION
Evaluate progress on Action Items; revise list/timelines to prepare for next year	STP Committee members to review and comment on Action Plan; revise as needed	All of STP Committee to participate in revisions; Laura to update	June 2017	July 2017	UPCOMING ACTION

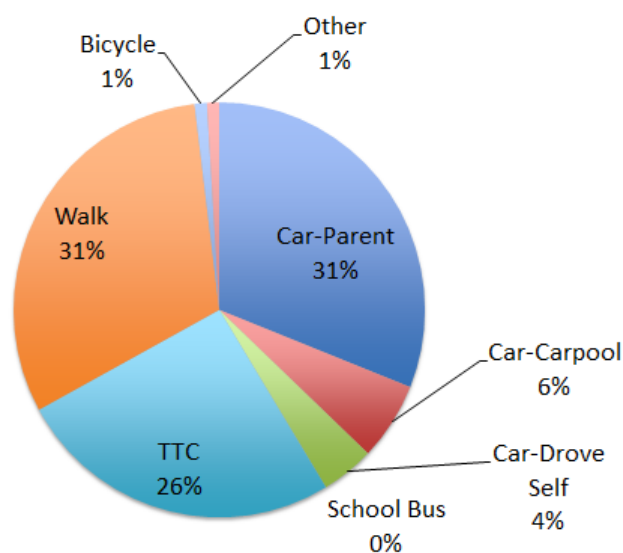
Appendix B: Baseline Data Detailed Reports

1. Student Travel Survey

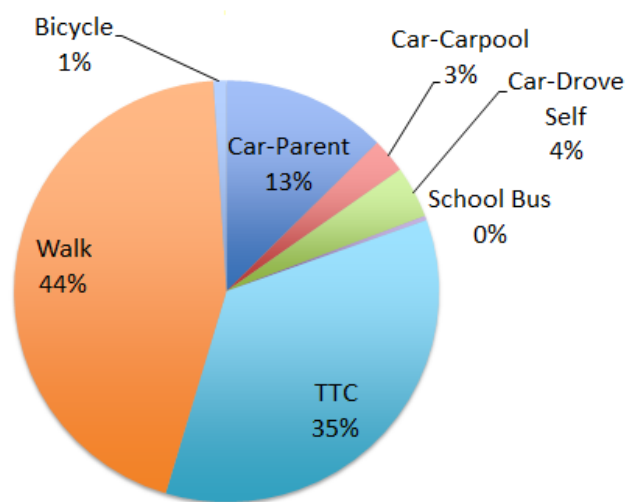
Student volunteers from our School Travel Planning Committee collected data from a sample of classes in each grade. In each class they visited, students were asked to complete a short survey about their travel to/from school. The survey was conducted on the morning of Wednesday June 1, 2016.

Travel Modes: Overall

Mode	Walk	Bicycle	School Bus	TTC	Carpool	Car- Driven by Self	Car-Driven by Parent	Other
To school	31%	1%	-	26%	6%	4%	31%	1%
From school	44%	1%	-	35%	3%	4%	13%	-



To School

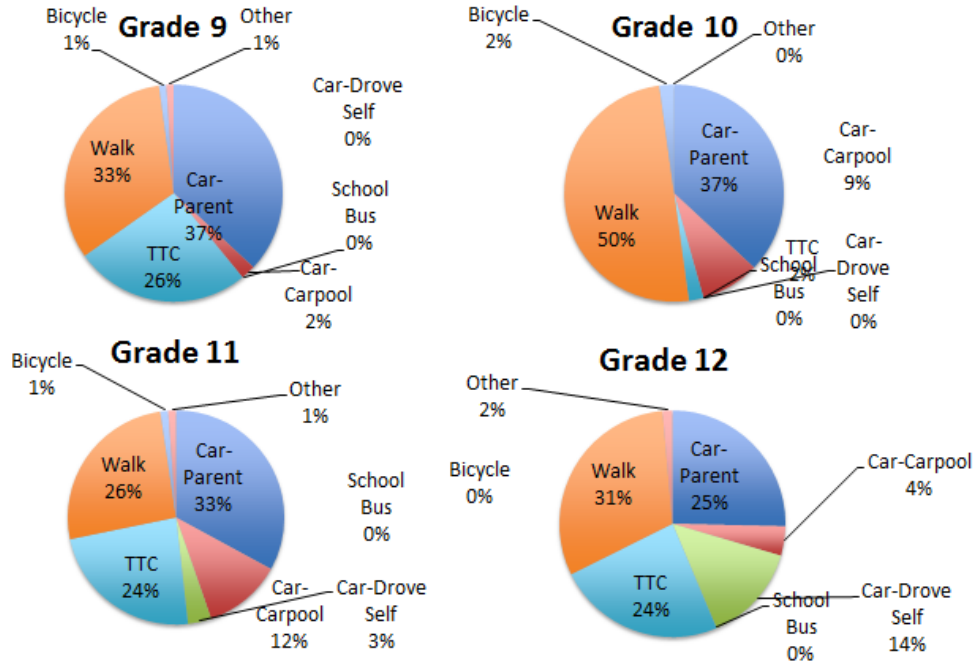


From School

The most common modes of transportation at this school are walking, taking the TTC, and being driven to school by a parent (the latter of which is significantly more common in the morning than in the afternoon). Relatively few students travelled by any other modes.

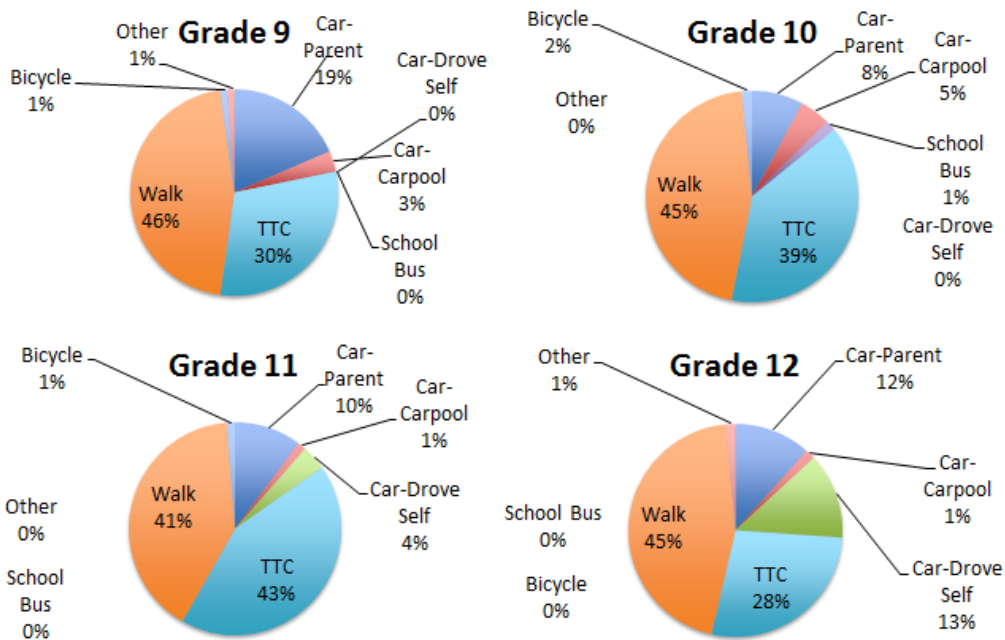
Overall, there was a noticeable mode shift (i.e. taking a different mode of transportation in the afternoon compared to the morning) in terms of being driven (which decreased in the afternoon, from 31% to 13%) and in walking (which increased from 31% to 44%) and taking the TTC (which increased from 26% to 35%). This highlights the potential for more students to travel by walking or by TTC in the morning, as well.

Travel Modes: By Grade



Travel Mode To School, by grade

There were also differences observed between different grades. Grade 12 Students were less likely to be driven to school by a parent, and more likely to drive themselves to school (which coincides with the age at which students are eligible for their drivers' license). However, they were just as likely as students in any other grade to walk or take the TTC. **This suggests that the students who are driven to school by a parent when they are younger may be more likely to drive themselves once they are old enough to do so.**



Travel Mode From School, by grade

Reasons for and against walking or cycling to school

When asked for the reasons they do or don't walk or cycle, the top reasons given were related to **distance, time and convenience** (ie. when given the option, students generally choose whatever takes the least time and is most convenient, based on their travel distance).

Among those who do walk or cycle to school, some also mentioned they walk/cycle to save money, because they enjoy the experience. A few also mentioned socializing with friends, health and exercise, and caring for the environment (though very few gave environmental reasons for their choice).

Among those who do not walk or cycle to school, many also mentioned that they are too tired or feel too lazy in the morning for the extra time and energy needed to walk, and that when given the choice, they prefer to sleep in longer. Many also said that they don't have a bike, and hence cycling is not an option. Safety was also an issue for some, with either students or their parents feeling that walking or cycling to school was unsafe, as was weather.

Reasons for walking and/or cycling	Reasons for NOT walking and/or cycling
<p>Distance: Close proximity from home to school</p> <p>Time: It is faster than other options</p> <p>Convenience: Can leave on own schedule; it is easy</p> <p>Saving money: Walking is free</p> <p>Enjoyment: Walking/cycling is enjoyable</p> <p>Socializing: They walk with their friends</p> <p>Health and exercise: They feel it is good for them to get exercise</p> <p>Environmentally-responsible: A few students also mentioned that they walk/cycle because it is good for the environment</p>	<p>Distance: They live too far to walk</p> <p>Time: It takes longer than driving or taking the TTC</p> <p>Convenience: It is easier to drive or take the TTC</p> <p>Tiredness/laziness: They are too tired in the morning to walk or cycle, and don't want to get up earlier to do so</p> <p>No bike: They can't cycle because they don't have access to a bike</p> <p>Safety: Students and/or their parents feel that walking or cycling is unsafe</p> <p>Uncomfortable weather: Hot or cold weather makes the journey unpleasant</p>

Common reasons for walking or cycling

"I live one block away from the school – seems ridiculous to drive."

"I walk because I can leave when I want."

"It's a lot faster."

"Save money on bus fare."

"I enjoy the route I take and I like to walk."

"I can walk with friends."

"Healthy and environment friendly."

"It's refreshing/good for you."

Common reasons for NOT walking or cycling

"I don't have a bike."

"Laziness (I don't want to change my commute to a cycle/TTC route)."

"5 minute drive compared to 45 min walk."

"I'm really tired in the morning and rather not."

"I usually have a heavy backpack and an instrument."

"My mom thinks it's unsafe."

"Drivers would run me over on my bike."

"Because most of the year it is too cold to cycle or walk."

Reasons for taking or not taking the TTC

As with the reasons given for why students do or don't choose to walk or cycle, the top reasons given for taking or not taking the TTC were related to **distance, time and convenience**. Additional reasons for taking the TTC included the opportunity to socialize with friends; meanwhile, additional reasons for not taking it included saving money, avoiding unpleasant experiences, and the opportunity for fresh air and exercise.

Reasons for taking the TTC	Reasons for NOT taking the TTC
<p>Distance: They live too far to walk</p> <p>Time: It is the fastest available option</p> <p>Convenience: They do not have access to a ride by car; it is easier/less strenuous than walking</p> <p>Being social: Although a far less common reason, some students take the TTC to travel with their friends.</p>	<p>Distance: They live close enough to walk</p> <p>Time: It takes longer than other travel modes; there are often delays</p> <p>Convenience: They have access to a ride by car; there is no direct or easy TTC route</p> <p>Saving money: The cost of taking the TTC is a deterrent</p> <p>Aesthetic reasons: TTC is overcrowded and/or is not an enjoyable experience</p> <p>Fresh air and exercise: Walking provides an opportunity for exercise and fresh air that taking the TTC does not</p>

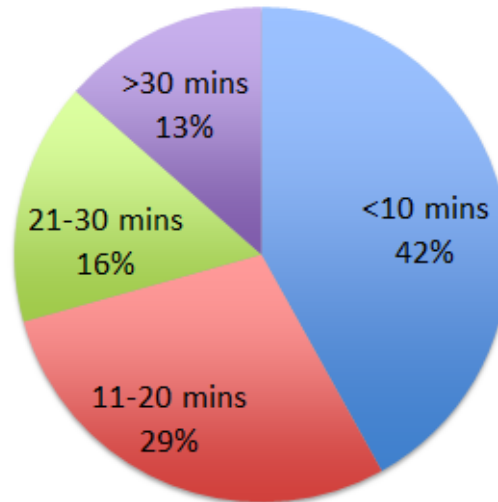
Common reasons for taking the TTC

- "It drops me right by my house."*
- "Don't have enough time in the morning to walk."*
- "My parents work early so they can't drive me."*
- "Easiest way to get to school."*
- "Because it's faster than walking or biking."*
- "I take TTC because I don't have a car."*
- "Because it is the cheapest and fastest way."*
- "Expenses less energy in the morning."*
- "To be with my friends."*

Common reasons for NOT taking the TTC

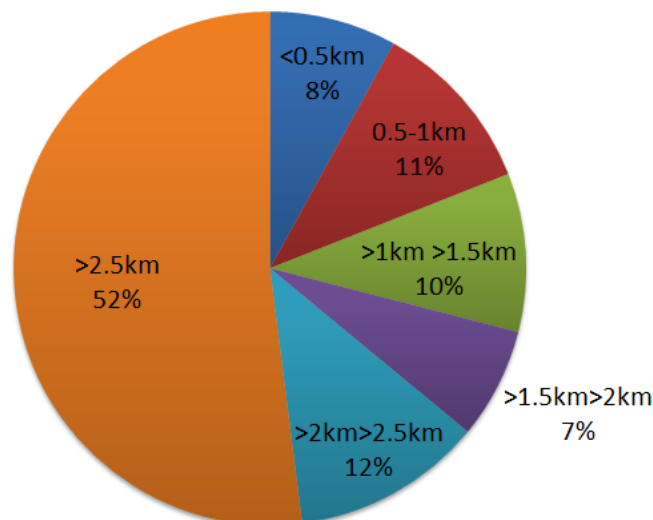
- "I don't take the TTC because I live a short walking distance from the school."*
- "Takes too long."*
- "Too expensive."*
- "It is healthy to walk and costs less money."*
- "I don't take the TTC because it's too packed."*
- "I have a car."*
- "In the time it can take for the right buses to appear, I could have walked."*
- "Too much traffic and delays."*

How long is the average daily journey to school?



When asked how long it takes to travel to school, close to half (42%) of students reported that it takes less than 10 minutes. Another 29% reported that it takes between 11-20 minutes. Relatively few students (13%) travel for longer than 30 minutes each way. Although we have not calculated the correlation between travel mode and travel time, based on the responses from students who do not travel by TTC we can infer that public transit often takes longer than driving to school, and may be a real deterrent to promoting a shift away from driving.

How far do students travel to get to school?



Over half of students (52%) indicated that they travel greater than 2.5km each way to school. There is literature to suggest that the average adult can walk 1km in 12 minutes, meaning the walk each way for these students would be at least 30 minutes. For these students, it may make most sense to promote cycling and TTC as the best way to get to school, as travel time by walking might be a deterrent.

The Survey Tool

FHCI Student Travel Survey

This survey is part of a project called School Travel Planning that several schools in Toronto will be taking part in. Metrolinx- who are building the Eglinton Crosstown- are funding this project. A dedicated team of students here at FHCI are helping run the project at our school.

The goal of this survey is to find out how students at FHCI commute to/from school and why. This survey is anonymous and will take less than 5 minutes of your time to complete.

1. How do you usually travel to/from school? (Select ONE option only for each)

TO school		FROM school	
<input type="checkbox"/>	Car – driven by a parent/adult	<input type="checkbox"/>	Car – driven by a parent/adult
<input type="checkbox"/>	Car – carpool with others	<input type="checkbox"/>	Car – carpool with others
<input type="checkbox"/>	Car – I drive by myself	<input type="checkbox"/>	Car – I drive by myself
<input type="checkbox"/>	School Bus	<input type="checkbox"/>	School Bus
<input type="checkbox"/>	TTC (subway or bus)	<input type="checkbox"/>	TTC (subway or bus)
<input type="checkbox"/>	Walk	<input type="checkbox"/>	Walk
<input type="checkbox"/>	Bicycle	<input type="checkbox"/>	Bicycle
<input type="checkbox"/>	Other (list):	<input type="checkbox"/>	Other (list):

2. If you walk or cycle to school, why? If you don't walk or cycle to school, why not?

Reason 1:

Reason 2:

Reason 3:

3. If you take the TTC to school, why? If you don't take the TTC to school, why not?

Reason 1:

Reason 2:

Reason 3:

4. How long does it normally take you to get to school in the morning?

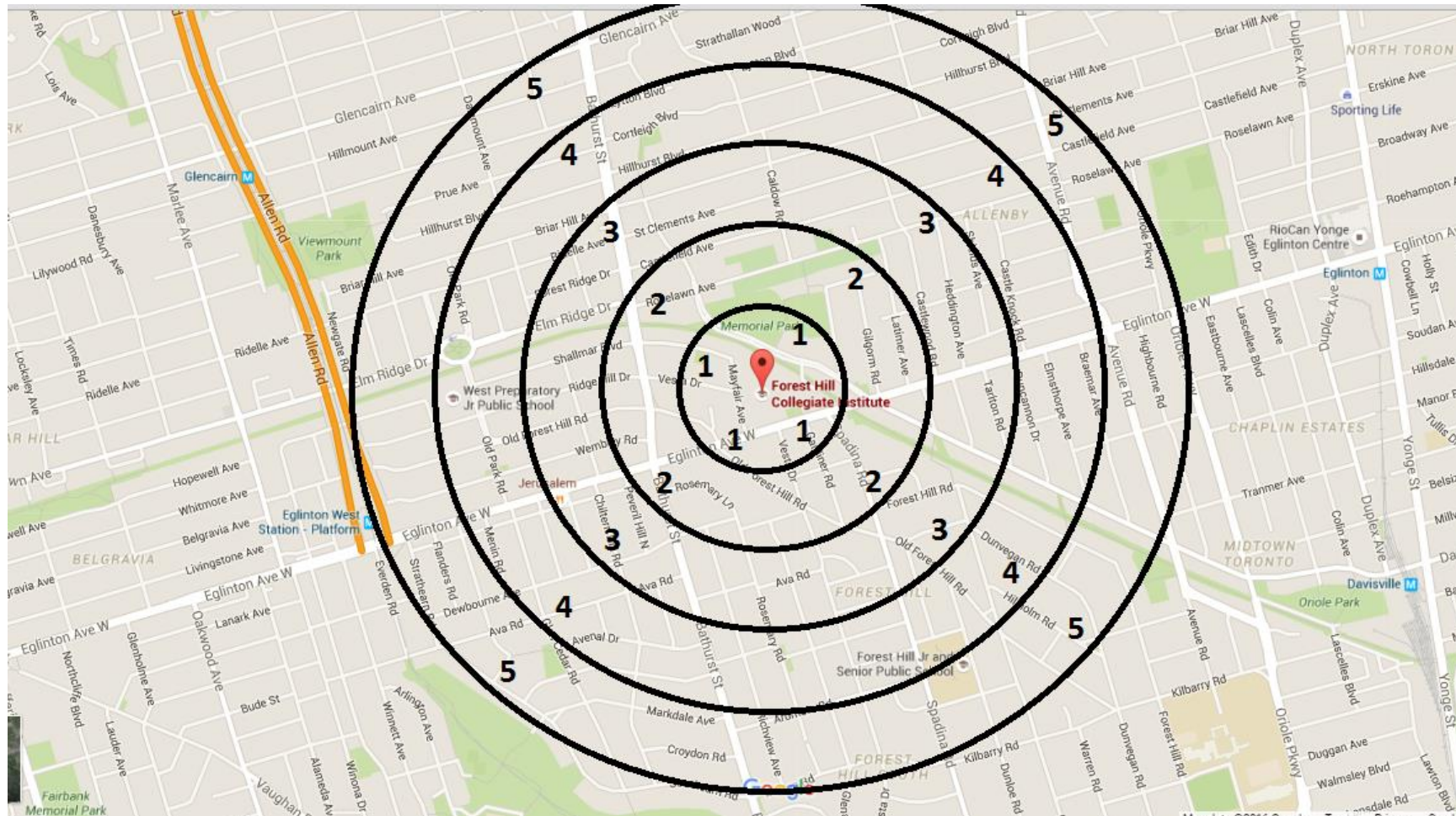
- 10 minutes or less
 11-20 minutes
 21-30 minutes
 More than 30 minutes



School Travel Plan Appendix B: Baseline Data

5. We would like to know how far you travel to school. Please use the map below to indicate which area you live in. Each area is indicated by a circle.

- Area 1
 Area 2
 Area 3
 Area 4
 Area 5
 Beyond the circles



2. Walkabout Report

Walkabouts inform the Travel Challenges Summary (page 12), Action Plan (Appendix A) and mapping of active travel best routes. The Walkabout at Forest Hill Collegiate Institute took place on Tuesday May 17 2016, from 8:00am-9:00am. This coincided with the morning school travel period.

In attendance

Representatives from the immediate school community included administrators, staff, and members of our student STP Committee. Representatives from the broader school community included the TDSB Ward 11 Trustee, the Ward 21 City Councillor's office, Toronto Police Services (TPS), Toronto Public Health (TPH), Toronto Transportation Services (TTS), Toronto District School Board (TDSB), Metrolinx (the provincial transit agency responsible for planning and oversight of the Eglinton Crosstown) and Crosslinx (the construction consortium responsible for actual construction of the Eglinton Crosstown).

Weather

It was sunny, clear and cool on the morning of our Walkabout. Many of the attendees commented on how nice it was to start our day spending time outside walking around the neighbourhood!

Main findings

Overall, side streets were observed to be relatively quieter and visually appealing for walking, and the nearby Kay Gardiner Beltline Trail, which connects directly to the school grounds, was identified as a potential alternative for students to avoid traffic on the surrounding streets. Eglinton and Chaplin (particularly where it meets Eglinton) were observed to be very noisy and busy with lots of traffic and construction activities. The most outstanding concerns are listed below:

1. **High traffic area with minimal separation from sidewalk:** In particular along Eglinton; many construction vehicles and buses using this road, passing very close to the sidewalk.
2. **Many sidewalks/curbs missing or in poor condition:** In particular, Gardiner Road and the northeast corner of Chaplin/Eglinton.
3. **No bike lanes along Eglinton:** Cyclists must share the lane with buses and construction vehicles; future disruption to bike lanes with further construction.
4. **Major streets have high levels of noise pollution** due to heavy vehicles (e.g. trucks, buses) and construction activities; less desirable for walking.
5. **Cars using school drop-off zone for making U-turns, and parking illegally in front of library:** Extra traffic at the main school entrance could interfere with safety of students as they arrive at/leave school.

Group 1: West Loop

Total distance: 1.7km

Walking time: 30 minutes + 15 minutes observation at Check Point 4



Start: Forest Hill CI (front of school)



Finish: Forest Hill CI (back of school)



Check point 1: Gardiner Road at Chadwick Avenue



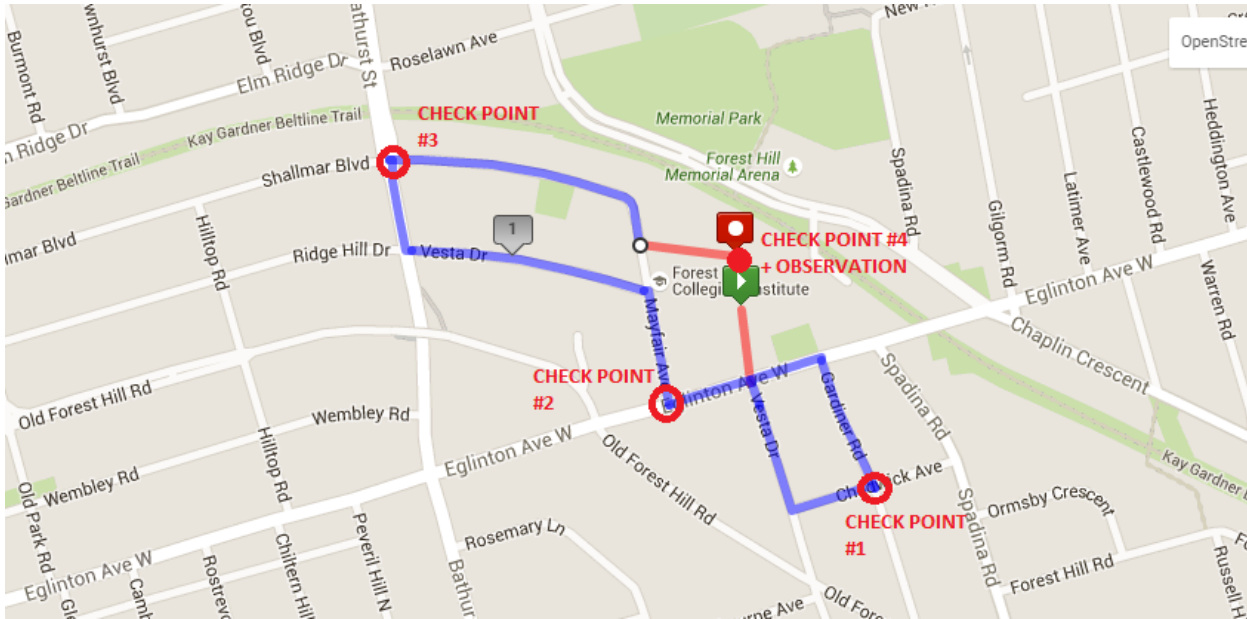
Check point 2: Eglinton Avenue West at Mayfair Avenue



Check point 3: Bathurst Street at Shallmar Blvd



Check point 4 + Observation: Forest Hill CI (back of school, as students arrive to school)



Group 1: Steve MacDonald (Teacher); Peggy Aitchison (Principal); Stas Ukhanov (Metrolinx); Shelley Laskin (TDSB Trustee); Kristen Evers (TDSB Sustainability Office); Beth Gosnell (Councillor’s Mihevc’s office); Scott Xoxa (Student); Jacob Newman (Student); Yelena Grigoryan (Student); Argyle Tad-y (Student); Luzsia Naranjo (Student)







Positive Aspects in Surrounding Neighbourhood	Potential Problem issues in Surrounding Neighbourhood
<ol style="list-style-type: none"> 1. Clean streets (no litter, graffiti, etc) 2. Well-maintained properties 3. Connection to Beltline Trail (quiet path, greenery, visually appealing) 4. Quiet streets near the school (e.g. Vesta, Gardiner) 	<ol style="list-style-type: none"> 1. Eglinton very busy 2. No sidewalks on some streets (e.g. Gardiner) 3. No school zone indicators near the school 4. Cross walk lines faded (Mayfair and North of Vesta) 5. Cars making left turn onto Vesta=safety issue

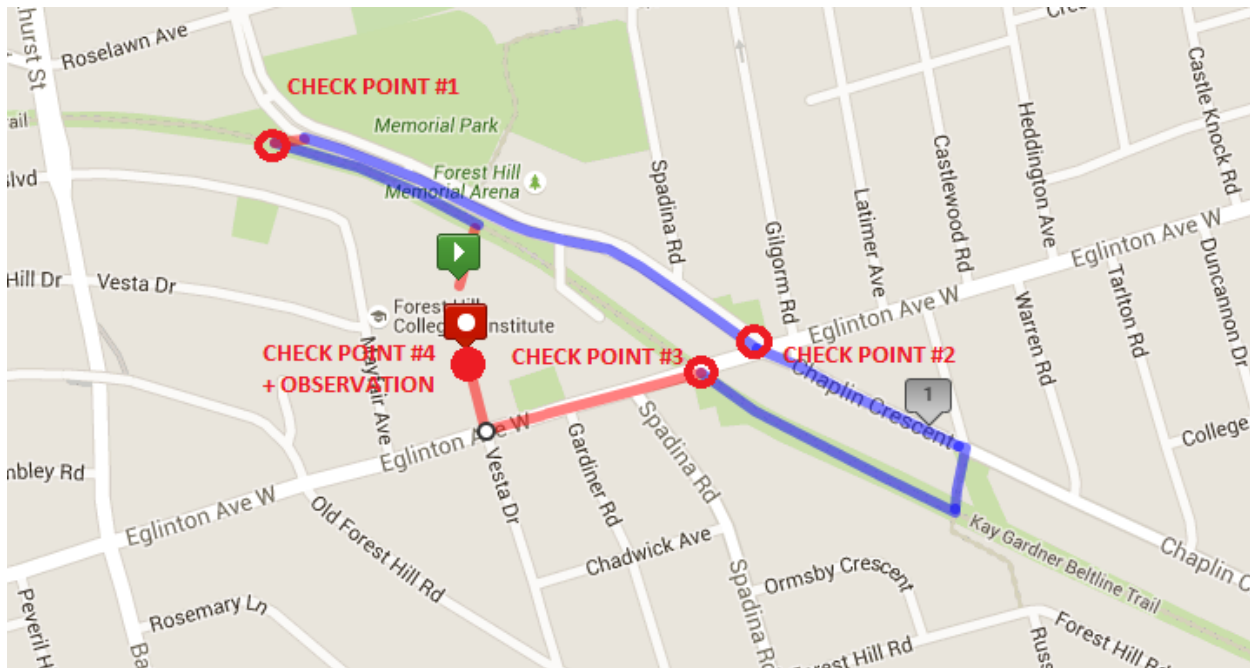
Positive Aspects at School Site	Potential Problem issues at School Site
1. Bike racks available (may need more)	1. "No parking" sign beside the library is very faded; cars park there to pick up students 2. Cars use the school drop-off zone to make U-turns

Group 2: East Loop

Total distance: 1.7km

Walking time: 30 minutes + 15 minutes observation at Check Point 4

-  **Start:** Forest Hill CI (back of school)
-  **Finish:** Forest Hill CI (front of school)
-  **Check point 1:** Kay Gardiner Beltline Trail at exit to Chaplin Crescent
-  **Check point 2:** Chaplin Crescent at Eglinton Avenue West
-  **Check point 3:** Kay Gardiner Beltline Trail at exit to Eglinton Avenue West
-  **Check point 4 + Observation:** Forest Hill CI (front of school, as students arrive to school)



Group 2: Laura Zeglen (Green Communities Canada); Brittany Morrison (Crosslinx); Samantha Johnson (Toronto Public Health); Sandra Tondat (TDSB Ward Superintendent); Doris Chan (Parent Representative); Alissa Schwartz (Student); Dylan Fleischmann (Student); Ryan Witcher (Student); Rory Kates (Student)

Positive Aspects in Surrounding Neighbourhood	Potential Problem issues in Surrounding Neighbourhood
<ol style="list-style-type: none"> 1. Clean streets (no litter, graffiti, etc) 2. Connection to Beltline Trail (quiet path, greenery, lots of space for bikes and walkers, visually appealing); well-maintained for winter 3. East side of Chaplin: wide expanse of grass for walking directly beside sidewalk (school grounds for elementary school) 4. Crossing guard at Crosswalk near entrance to school grounds 5. Easy access to public transportation along Eglinton (buses now, Chaplin station of Crosstown LRT in future) 	<ol style="list-style-type: none"> 1. Eglinton very busy; sidewalk too close to road (felt buses and trucks passing by) 2. No bike lanes on Eglinton (felt unsafe for biking) 3. Lack of path lighting on Beltline Trail (issue especially in winter with shorter days- school travel times may be in low light) 4. No crossing guard at north cross walk on Chaplin (south crosswalk only) 5. At crosswalk, drivers observed proceeding before pedestrians had finished crossing the street 6. No separation of space for pedestrians and cyclists on Beltline Trail 7. Eglinton/Chaplin intersection: High traffic area; fast cars speeding through intersection; hard to tell where sidewalk ends and where road begins (potential hazard of cars driving onto sidewalk/pedestrians standing on road while waiting for light to change)
Positive Aspects at School Site	Potential Problem issues at School Site
<ol style="list-style-type: none"> 1. Drop off area at front of school: good driver behaviour observed; students walking along sidewalk, not cutting across driveway area; well-lit 	<ol style="list-style-type: none"> 1. None observed



Figure 1 (Above): Little/no distinction between sidewalk and road at northeast corner of Chaplin and Eglinton

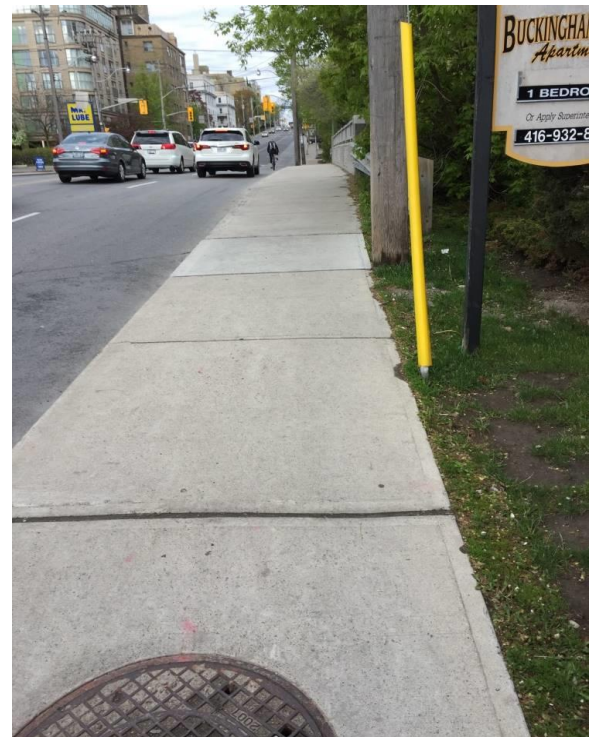


Figure 2 (Right): No separation between busy Eglinton and sidewalk; narrow road with no bike lanes.